

157134

MONSANTO

From: Gordon A. Grundmann CS6G Corporate Engineering (4-6112)

Date: September 26, 1984 cc: L.V. Bumbicka 1740
R.M. Calles CS6G
Subj: Meeting with Alberici E.R. Hartman CS6G
P.R. Hoemann 1740
Re: CEA 3808 - Main South Trunk Sewer L.C. Kreh F2ED
F.A. Mayse CS6G
TO: Those present: R.J. Murphy 1740
O.N. Shipley 1740
R.L. Wiese CS6G
T.N. Carrico 1740
M.A. Coco Alberici
L.N. DeWald 1740
W.C. Koester Alberici
K.W. Lichtenheld CS6G
C.J. Lotz Alberici
R.L. Nelson 1740
T.W. Wright CS6G

W6K 4084858

Following are minutes of the meeting held at the CED construction trailers on 09/25/84 at 10:00 a.m.

1. As everyone knows, the unresolved laborer's contract has delayed start of this project. It has recently been decided that Alberici will take steps to reach an agreement with the Local 100 Union. If this occurs, work will begin on the sewer contract work in the near future.
2. The 42" VCP has been ordered. Originally, the vendor did not want to hydrostatically test the pipe and this has delayed inspection and shipment. Since then the vendor has agreed to test the pipe, but may come back with an additional charge. It should be noted that the requirement for hydro testing was in the original specifications. Alberici is to follow this situation to get resolution.
3. Materials to be used in the VCP pipe bell and spigot joints need to be resolved:
 - a. Asbestos roving was originally specified as the caulking material for these joints. This material is no longer available.

Uncoiled jute was considered as a possible substitute, but this material is unacceptable. A furan material and a ceramic rope material are being tested for substitutes. A 42" piece of pipe has been located. This will allow a full scale test to take place.
 - b. Alberici has requested that Monsanto consider replacing the hot poured sulfur back joint material with another material (DP-10) which can be worked at cooler temperatures. Further testing is planned to allow a decision to be made.

Alberici is to expedite testing of these options so that final decisions can be made.

4. Alberici is designing the trestles to allow usage of the two railroad tracks east of ACL during the construction period. Sketches to be submitted to Lichtenheld for approval the week of 10/01/84.

Three trestles will be required in actuality since one of the lateral lines entering Manhole 1-EE crosses under one of these tracks.

The upper portion of the trestle will be made so that it can be moved to other locations if required.

The trestles must be installed in November during the ACL shutdown.

5. The 36" riser pipe, which was a cost saving idea to replace Manhole 1-CC, does not appear to be a feasible alternate. There are a number of concerns:

- a. Breakage of the 42" x 42" x 36" Tee at the saddle joint during fabrication, shipment and/or construction. It would take 120 days to obtain a replacement. The joint is considered to be a high risk area on such a large piece of pipe.
- b. The hydro test of this tee joint. WCK 4084859
- c. Access to the sewer through the 36" riser is difficult while wearing a Scott Air Pack or other similar device and trying to climb down a ladder.
- d. Tie-ins to the riser in the future are a problem.
- e. A full 42" Tee is not available.

6. The construction schedule furnished by Alberici was briefly reviewed. The schedule will be reworked based on the following concepts:

- a. The curing times required in various places must be adhered to with one possible exception; cast-in-place manways may not have to cure a full 14 days prior to testing with water.
- b. Assume that dewatering will not be a limitation even though the water treatment plant could shut us down at any time. Six to eight dewatering pumps can be used at one time by pumping at a reduced rate so as not to

exceed the allowable GPMs that can be sent to the treatment plant. Three pumps can be run at full rate at any time.

- c. The schedule should not be restricted by the amount of open trench at this time. Instead the most efficient construction logic should be determined. Based on the open trench requirements that occur, we will work with plant personnel to try to make the plan workable.

Alberici to furnish revised schedule the week of 10/01/84.

7. Other items:

- a. The water flows from the dewatering pumps can be routed to different drains if they cause problems with construction work.
- b. Lichtenheld to furnish sketch giving more details on moving Manhole 2-EE 100-feet south.
- c. Some lateral lines appear to be out of scale on the drawings. Lichtenheld to check.
- d. Lichtenheld to forward to Alberici information on the flows in the sewer lines.
- e. Alberici requested information on the various corrosive flows which could not be handled by an ordinary material diversion pump. In some cases a stainless steel pump may be considered, but experience has shown that carbon steel works almost as well in many instances. Nelson to furnish information.
- f. It was clarified that the full cure time will be required on the various membranes and joint materials that are applied to existing manholes after a lateral line has been tied into the manhole.
- g. Alberici's concrete forming plans are to be submitted to Monsanto for review.



Gordon Grundmann

WGK 4084860

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Monsanto

FROM
(NAME-LOCATION-PHONE) T. Carrico

DATE October 1, 1984

SUBJECT Status Report
on CEA 3808

REFERENCE

TO P. Hoemann


cc. L. Bumbicka
K. Lichtenheld - CS6G
R. Murphy
R. Nelson
O. Shipley

Meeting held with Alberici on September 25, 1984. Monsanto advised the contractor to proceed, feeling that the internal labor problems could carry on for months.

Based on the above, the contractor will probably start moving equipment on to the job site this week.

Decision made to proceed with the design and building of a trestle to bridge the sewer work at the chlorine dock tracks for ACL Department at 5th and "H" Street. Alberici will handle. The trestle has to be put in place during the November ACL turnaround.

The third and final fire main change was completed at west end of 5th Street. Four pictures were taken of change and as-built completed on September 27, 1984. Kevin McCrory and Harold Kellerman given a copy of as-built drawing.


Tom Carrico
Operations Foreman

skg

WGX 4084861